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FACTS SHEET
SWISSVALE AUTO SURPLUS PARTS COMPANY
SWISSVALE, PENNSYLVANIA

Project Dates: October 1, 1984 - May 16, 1985
PCB Soil Removal

PROJECT MILESTONES

- October 1, 1984 - Immediate removal operation initiated to excavate, stockpile and remove PCB contaminated soil from residential properties, off-site drainage ditch and the SASPC property.
- October 8, 1984 - Initiated shipments of decontaminated scrap to local steel mill to be used in the steelmaking process. Total of 234 tons of cleaned scrap was shipped between 10/8 and 10/24. Scrap unable to be decontaminated was stockpiled for off-site disposal.
- October 20, 1984 - Efforts to restrict access to incinerator building were completed. All doors and windows were covered with plywood and sealed with silicon sealer. Hole in roof was patched. Mortar joints between concrete blocks were repaired.
- October 29, 1984 - Excavation of residential properties containing PCB levels of concern was initiated. Excavation continued through 11/12/84 and 169 tons of contaminated soil was removed.
- October 30, 1984 - Excavation of on-site soil initiated. Soil and scrap was stockpiled in the south yard for eventual loading and disposal. Through 11/14 soil and scrap from north and east yards was excavated.
- November 16, 1984 - Project demobilized due to lack of disposal site for on-site soil. At this time an estimated 3,000 yd³ of contaminated soil and scrap was stockpiled on-site.
- November 21, 1984 thru April 5, 1985 - Round the clock security maintained until a disposal facility became available and additional funds to complete removal was approved.
- January 16, 1985 - Structural Engineer surveys structural integrity of incinerator building. The engineer's report states that the building should stand for the foreseeable future, but for unusually heavy winds or snowloading.
- February 27, 1985 - Unusually heavy winds caused the collapse of the upper portion of the north wall. Repairs were

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made to the building and the blocks that fell and the surface soil from the area where they fell were placed inside the building.

- April 5, 1985 - Additional funds to complete the excavation and disposal of the PCB contaminated soil on-site and in the drainage ditch was approved.
- April 9, 1985 - Removal operations resumed.
- April 10, 1985 - Ten truckloads of soil were loaded and shipped to disposal this date. Through May 10, 1985 247 truckloads of soil--a total of 5,119 tons--was shipped to disposal at a secure landfill.
- April 16, 1985 - Second Structural Engineer's inspection was conducted. The engineer recommended that the structure be removed in a controlled manner to avoid further uncontrolled instances such as the collapse of the north wall.
- May 5, 1985 - Excavation and loading of on-site soil completed. Excavation of drainage ditch along Conrail tracks initiated.
- May 16, 1985 - Project demobilized pending approval of additional funds necessary to remove the dioxin contaminated incinerator building. Security is to be maintained until that time. Fence has been installed and restoration complete except for reconstruction of north wall and fence.

SAMPLING SUMMARY

Residential properties were cleaned to less than 10 ppm PCB except for the former garden on the Saflin property which was cleaned until no PCBs were detected.

The drainage ditch along the Conrail Railroad tracks of the site was excavated to 900 feet downgradient of the site to less than 10 ppm PCB.

On-site, PCB contaminated soil was excavated until concentrations of PCB were 50 ppm or below.

Analysis of composite soil samples collected after excavation was utilized to ensure that the above mentioned cleanup criteria was met.

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